OUR NEWS-ROOMS
AND
REFERENCE & LENDING
LIBRARY
will shortly be opened for the use of Subscribers to the "HONGKONG TELEGRAPH" FREE.

The Hongkong Telegraph.

"ODOL."
THE MEDICAL HALL,
DEUTSCHE APOTHEKE,
70, QUEEN'S ROAD CENTRAL,
Hongkong.

ESTABLISHED 1881.

NEW SERIES No. 318 光緒二十二年三月初五日 FRIDAY, APRIL 17, 1896. 星期五 香港英四月十七號 THIRTY DOLLARS PER ANNUM.

Banks.

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL£1,500,000
SUBSCRIBED£1,125,000
PAID-UP£ 562,500

BANKERS:
LONDON JOINT STOCK BANK, LIMITED.

INTEREST ALLOWED on CURRENT ACCOUNTS at the Rate of 2 per Cent. per annum on the Daily Balance.

ON NEW FIXED DEPOSITS:—
For 12 Months.....4 per cent.
" 6 " 3½ "
" 3 " 2½ "

DEPOSITS RENEWED ON OLD TERMS.

J. W. R. TAYLOR,
Manager, Hongkong.
Hongkong, 18th December, 1895. [8

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE:—LONDON.

CAPITAL PAID-UP£800,000
RESERVE LIABILITY OF SHAREHOLDERS£800,000
RESERVE FUND£325,000

INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.

On Fixed Deposits for 12 months... 4 per cent.
" " " 6 " ... 3½ "
" " " 3 " ... 2½ "

T. H. WHITEHEAD,
Manager, Hongkong.
Hongkong, 16th September, 1895. [53

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL$10,000,000
RESERVE FUND$ 5,750,000
RESERVE LIABILITY OF PROPRIETORS...$10,000,000

COURT OF DIRECTORS:
A. McCONACHIE, Esq.—Chairman.
ST. C. MICHAELSEN, Esq.—Deputy Chairman.
Hon. J. J. Bell-Irving, | J. Kramer, Esq.
G. B. Dodwell, Esq. | D. R. Sassoon, Esq.
M. D. Ezekiel, Esq. | R. Shewan, Esq.
R. M. Gray, Esq | N. A. Siebs, Esq.

CHIEF MANAGER:
Hongkong—T. JACKSON, Esq.
MANAGER:
Shanghai—J. P. WADE GARD'NER, Esq.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.

INTEREST ON FIXED DEPOSITS:
For 3 months, 2½ per Cent. per Annum.
For 6 months, 3½ per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.

T. JACKSON,
Chief Manager.
Hongkong, 15th February, 1896. [31

HONGKONG SAVING BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum.

Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.
Hongkong, 1st August, 1895. [32

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital.....£1,000,000
Subscribed Capital.....£ 500,000

HEAD OFFICE:—HONGKONG.

Court of Directors:—
D. Gillies, Esq. | Chow Tung Shang, Esq.
H. Stolterfoht, Esq. | Kwan Hoi Chuen, Esq.
Chan Kit Shan, Esq.

Chief Manager,
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed, 5 per Cent.
Hongkong, 23rd October, 1895. [7

Notice of Firms.

GEORGE FENWICK AND COMPANY, LIMITED.

NOTICE is hereby given that during my Temporary Absence from the Colony, Mr. WILLIAM G. WINTERBURN has been appointed ACTING GENERAL MANAGER of the above FIRM.

By Order,
GEO. FENWICK,
General Manager.
Hongkong, 8th April, 1896. [637

SPECIAL NOTICE.

WE the Undersigned beg to notify the Public that we have This Day PURCHASED from Messrs. WING CHEONG & Co. the STOCK-IN-TRADE, FIXTURES and GOODWILL of their BUSINESS as MERCHANTS and SHIPCHANDLERS, and the Business will be conducted from this 12th day of February, 1896, as heretofore.

FOOK CHEONG & Co.,
No. 44, Praya Central.
AH YON,
Managing Partner.
Hongkong, 12th February, 1896. [399

Masonic.

VICTORIA CHAPTER,
No. 525, E.C.

A REGULAR CONVOCATION of the above CHAPTER will be held in the FREEMASONS' HALL, Zetland Street, on MONDAY, the 20th instant, at 8 for 8.30 p.m. precisely. Visiting Companions are cordially invited to attend.

Hongkong, 13th April, 1896. [665

Insurances.

THE STANDARD LIFE ASSURANCE COMPANY

Has a long record of GOOD SERVICES to refer to; its FUNDS, annually increasing, amount to £8,086,402 Stg. The premiums are moderate; and all modern features consistent with safety have been adopted.

For Particulars and Rates,
Apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, 2nd March, 1896. [464

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSSEN & Co.
Hongkong, 28th May, 1895. [54

NOTICE.

THE MAN ON INSURANCE COMPANY, LIMITED.

CAPITAL SUBSCRIBED$1,000,000

The above Company is prepared to accept MARINE RISKS at CURRENT RATES on GOODS, &c. Policies granted to all Parts of the world payable at any of its Agencies.

CHAU TSEUNG FAT,
Secretary.
HEAD OFFICE,
No. 2, QUEEN'S ROAD WEST.
Hongkong, 9th May, 1894. [247

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY, (LIMITED.)

CAPITAL, TAELS 600,000 } $833,333-33-
EQUAL TO
RESERVE FUND $318,000.00

BOARD OF DIRECTORS.
LEE SING, Esq. | LO YEUK MOON, Esq.
LOU TSO SHUN, Esq.

MANAGER.—HO AMEI.

MARINE RISKS on GOODS, &c., taken at CURRENT RATES to all parts of the World.

HEAD OFFICE, 6 & 8, PRAYA WEST.
Hongkong, 17th December, 1881. [49

Intimations.

OLIVERS FREEHOLD MINES, LIMITED.

AN ISSUE of B SHARES is offered to the Registered Shareholders of the above COMPANY in the proportion of one B Share for every Share they hold. Every Shareholder on the Register on THURSDAY, the 23rd instant, will be entitled to an allotment of one B Share for every Share, whether A or B, registered in his name. All applications must be made on forms for the purpose, which may be obtained at the HONGKONG AND SHANGHAI BANKING CORPORATION on and after the 23rd instant, and must be filled up and lodged with that Bank on or before THURSDAY, the 7th May next, together with a sum of ONE DOLLAR for every Share applied for as a first instalment. A Receipt will be given, which must be forwarded to the COMPANY in change for Scrip. No further call will be payable in respect of these Shares without at least two months' notice.

The SHARE REGISTER will be CLOSED from THURSDAY, the 23rd instant, to THURSDAY, the 7th day of May following, both days inclusive, during which period no Transfer of Shares can be Registered.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 13th April, 1896. [658

NOTICE.

THE SUPPLY OF GRANITE TO THE GOVERNMENT OF MANILA.

RESPECTING the Adjudication in respect of Tenders for furnishing the GOVERNMENT of MANILA with GRANITE, none will be considered unless they are in accordance with the directions given by the CONSUL for SPAIN in Hongkong.

All Particulars and Plans can be seen at the Office of the SPANISH CONSULATE, Hongkong, until WEDNESDAY, the 22nd instant.

Hongkong, 16th April, 1896. [676

GUINNESS'S EXTRA STOUT.

THE Undersigned has been appointed SOLE AGENT in China and Japan for WHEELER BRAND GUINNESS'S STOUT.

	2 doz. pts.	$ 2.25	Cash $	2.10
Case of 5	" "	17.00	"	16.50
" 1	" qts.	5.65	"	5.50
Case of 4	" "	15.50	"	15.00

In Home Markets the above Brand's Bottling is considered much the best, commands the highest price, and has by far the largest Sale.

H. RUTTONJEE,
13, D'Aguilar Street.
Hongkong, 16th April, 1896. [675

WORTH A GUINEA A BOX.

BEECHAM'S PILLS
FOR ALL
BILIOUS AND NERVOUS DISORDERS
SUCH AS
SICK HEADACHE, CONSTIPATION, WEAK STOMACH, IMPAIRED DIGESTION, DISORDERED LIVER, AND FEMALE AILMENTS,
ANNUAL SALE SIX MILLION BOXES.

50 Cents per Box.

Prepared only by the Proprietor,—
THOMAS BEECHAM, St. Helens, England.

SOLE AGENTS for HONGKONG and the EMPIRE of CHINA:—
WATKINS & CO.,
APOTHECARIES' HALL, 24, Queen's Road Central,
HONGKONG. [56

Intimations.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	CAPTAINS	TO SAIL	REMARKS
JAPAN, &c.	*Ceylon*	C. E. Baker	10 A.M., 18th April	Freight or Passage. (Passing through the Inland Sea.)
SHANGHAI	*Ravenna*	E. Street	About 19th April	Freight or Passage.
LONDON	*Shanghai*	J. Cowie, R.N.R.	About 21st April	Freight or Passage.
LONDON, &c.	*Peshawur*	F. J. Cole	Noon, 23rd April	See Special Advertisement.
JAPAN, &c.	*Verona*	C. H. S. Tocqué, R.N.R.	Noon, 24th April	Freight or Passage. (Passing through the Inland Sea.)
LONDON, &c.	*Canton*	A. G. Cubitt, R.N.R.	About 5th May	Freight or Passage.

For Further Particulars, apply to

H. A. RITCHIE, Superintendent.
Hongkong, 17th April, 1896. [431

THE PHARMACY.

TANSAN, TANSAN,
TANSAN.

This refreshing and invigorating Table Water contains 8 per cent. more IRON CARBONATE than any Water from similar Spas.

Sole Agents for HONGKONG and SOUTH of CHINA:—
FLETCHER & CO.
and
CARMICHAEL & CO.
605]

MEALS

MONTHLY RATES FOR
AT H.K. HOTEL

BREAKFAST	$12.00
TIFFIN	15.00
DINNER	20.00
ALL 3 MEALS	42.50

KELLY & WALSH, LD.

TENNIS BATS.
SALTER'S BLACK GUT,
"THE DEMON," "THE SPECIAL DEMON,"
AND A VERY CHEAP LINE AT $4.00 EACH.
Hongkong, 11th April 1896 [6

THE CLUB HOTEL, 5, BUND, YOKOHAMA.

HOTEL METROPOLE, 1, TSUKIJI, TOKYO.

FIRST-CLASS HOTELS, centrally situated, well-furnished, the Cuisine under the Supervision of approved French Chef has no equal. ENTIRE FOREIGN MANAGEMENT. Experienced English matron in attendance.

The Hotel steam-launch with European Agent attends arrivals and departures; every assistance given in clearing luggages and affording information. Passengers are met at the Railway Station.

VISITORS have the option of messing either in TOKYO or YOKOHAMA, without extra charge—THE ONLY HOTEL OFFERING SUCH AN ADVANTAGE. EUROPEAN HAIR DRESSER on the Premises.

Certified Guides are in attendance at both Hotels.

THE CLUB HOTEL COMPANY, LIMITED, PROPRIETORS.

E. V. SIOEN, Manager, YOKOHAMA. | L. DEWETTE, Manager, TOKYO. [160

THE HONGKONG BUTCHERY,

Nos. 11, 13 and 15 Central Market.

TRY OUR.

VEAL SAUSAGES 25 Cents per lb.

BOLOGNA SAUSAGES 50 Cents per lb.

SHIPPING AND COAST PORT ORDERS WILL HAVE PROMPT ATTENTION.

J. TATAM,
Proprietor.
Hongkong, 11th February, 1895. [49

MOUNT AUSTIN HOTEL.

1,400 FEET ABOVE SEA LEVEL.

TELEGRAPHIC ADDRESS, "EXCELSIOR," HONGKONG, A. B. C. Code.
TELEPHONE, No. 35.

THE TEMPERATURE IS AT LEAST 10 DEGREES COOLER THAN IN QUEEN'S ROAD.

TIFFIN AT 1 P.M. DINNER AT 8 P.M.

ARRANGEMENTS can be made for TIFFIN or DINNER PARTIES in PRIVATE DINING-ROOMS.

For further Particulars apply to
THE MANAGER,
MOUNT AUSTIN HOTEL.
Hongkong, 6th July, 1895. [58

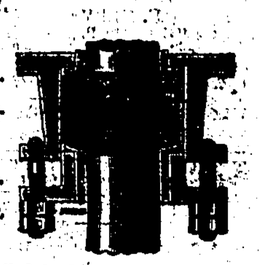
Intimations.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED.

HONGKONG HOTEL—PRAYA.



Sole Eastern Agents for
SPHINCTOR GRIP ARMOURED HOSE.
SNOWDON, SONS & Co. "SNOWDRIFT" MANUFACTURER.
THE NEW WIRE WOVE ROOFING Co.
THE ALUMINIUM AND GENERAL FOUNDRY Co.



BELL'S METALLIC and ASBESTOS PACKINGS are unequalled for both Compound and Triple Expansion Engines.

COTTON PARAGON PACKING, TUCK'S PACKING and all kinds of Jointings kept in stock.

SPECIALLY MADE CLOTH FOR FILTERS. ENGINE AND CYLINDER OILS.

W. JACKSON, Manager.
Hongkong, 27th February, 1896. [50

FOR SALE.

G. H. MUMM & Co.'s CHAMPAGNE.

In cases of 2 doz. pints$35 per case.
do 1 " quarts$33 "

SHEWAN & Co.,
Agents.
Hongkong, 13th May, 1895. [33

"AQUARIUS."

ESTD. 1864. TELEPHONE—75.

IT is gratifying in these days of typhoid to come across a really pure and palatable Table Water. "AQUARIUS" is such, and curiously enough hails from the shiny, its birth-place being Shanghai. "AQUARIUS" is so popular in China that it is proposed to open an Agency in London. We have tried it ourselves—with Whisky—and found it admirable—"SPORTING TIMES," 3rd August, 1895.

CALDBECK, MACGREGOR & Co.,
WINE and SPIRIT MERCHANTS.
Hongkong, 17th April, 1896. 39

LANE, CRAWFORD & CO.

GENERAL STORE-KEEPERS AND COMMISSION AGENTS.
SHIPCHANDLERY DEPARTMENT.

SIR CHAS. PRICE & Co.'s ENGINE and CYLINDER OILS.
ENGLEBERT'S CYLINDER OIL.
CRANE'S CYLINDER OIL.
VALVOLINE, CASTOR OIL, &c., &c.
TUCK'S GENUINE PATENT PACKING.
ASBESTOS PACKINGS of all kinds.
PARAGON PATENT PACKING.
ROPE, CANVAS, &c.
HUBBUCK'S PAINTS and VARNISHES.
HOLZAPFEL'S PATENT COMPOSITION, ANTI-CORROSIVE and ANTI-FOULING, for STEEL VESSELS.
SOAPSTONE ENAMEL COMPOSITIONS for HOLDS, BUNKERS and TOP-SIDES.
FRESH WATER SUPPLIED.

LANE, CRAWFORD & CO.
Hongkong, 4th February, 1896. [273

OUR GREAT AIM IS TO SUPPLY OUR CUSTOMERS WITH THE VERY BEST ARTICLE AT A LOW PRICE.

THAT IS WHY WE ARE INTRODUCING

BRAUN'S "EXPORT" BEER

PRICE:—
$10.50 per Case of 6 dozen Pints. $12.50 per Case of 4 dozen Quarts.
Cash on Delivery.

THE SEATTLE BREWING & MALTING CO., CHINA-JAPAN AGENCY.
Head Offices:—3, D'Aguilar Street, Hongkong.

For price and terms, apply to
THE MANAGER.
Hongkong, 22nd January, 1896. [1918



"D. C. L."
OLD TOM GIN.
$6.00 PER CASE.

TRADE MARK.
洋行 Hong Name:— 源和
YUEN WO.

A SWEETENED LONDON GIN OF THE FINEST QUALITY.

TELEPHONE, No. 135.
SOLE AGENTS:—

GANDE PRICE & CO.,
WINE AND SPIRIT MERCHANTS,
No. 12, QUEEN'S ROAD CENTRAL.
Hongkong, 13th April, 1896. [420

EXPLOSION IMPOSSIBLE.

JASTRAM'S PATENT
GOLDEN MEDAL
PETROLEUM ENGINES
OF 2 TO 12 H.P.
FOR FACTORIES AND LAUNCHES.
WORKED BY ORDINARY PETROLEUM.
Consumption of Petroleum 1 lb. per H.P. and Hour.

A Working Stationary Engine and 4 Launch with 2 4 H.P.



Engine will be shown and full particulars be given on application.

SCHEELE & CO., HONGKONG,
SOLE AGENTS FOR THE EAST.
47] NO PROFESSIONAL ENGINEER REQUIRED.

To-day's Advertisements.

HONGKONG RIFLE ASSOCIATION.

COMPETITION.

THE SHORT RANGE CUP and SPOONS will be Shot for TO-MORROW (SATURDAY), the 18th instant, over the 200 and 600 yards distances, under usual conditions. Firing to commence at 2.45 P.M.

F. SMYTH,
Honorary Secretary.
Hongkong, 17th April, 1896. [689

NOTICE.

WE have This Day established ourselves in this place as MERCHANTS and COMMISSION AGENTS under the Style of

U. NERVEGNA & CO.

for the "Comitato Promotore pel Commercio" coll "Estremo Oriente" of Milan.

Offices:—No. 18, Bank Buildings, 2nd Floor.

ULGO NERVEGNA & GIULIO BADOLO.
Hongkong, 10th April, 1896. [685

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI, NAGASAKI, MOJI, KOBE AND YOKOHAMA.

THE Company's Steamship

"HYSON,"

J. S. Hogg, Commander, will be despatched as above TO-MORROW, the 18th instant, at 2 P.M.

For Freight, &c., apply to
HOLLIDAY, WISE & Co.,
Agents.
Hongkong, 17th April, 1896. [686

CHINA NAVIGATION COMPANY, LIMITED.

FOR CHEFOO AND NEWCHWANG.

THE Steamship

"WHAMPOA,"

Captain Newcombe, will be despatched TO-MORROW, the 18th instant, at 4 P.M.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 17th April, 1896. [684



NIPPON YUSEN KAISHA.

FOR KOBE AND YOKOHAMA.

THE Steamship

"HIROSHIMA MARU,"

Captain C. O. Andersen, will be despatched for the above on SUNDAY, the 19th instant, at Daylight.

For Freight, apply to
NIPPON YUSEN KAISHA.
Hongkong, 17th April, 1896. [682

"SHELL" LINE OF STEAMERS.

FOR LONDON AND HAMBURG.

THE Company's Steamship

"COWRIE,"

Captain Parson, will be despatched as above or about THURSDAY, the 30th instant.

For Freight, apply to
ARNHOLD, KARBERG & Co.,
Agents.
Hongkong, 17th April, 1896. [683

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"MENELAUS,"

Captain Towell, will be despatched as above on FRIDAY, the 1st May.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 17th April, 1896. [687

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Steamship

"CHINGTU,"

R. Innes, Commander, will be despatched on MONDAY, the 4th May, at 3 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 17th April, 1896. [688

"SHIRE" LINE OF STEAMERS.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"RADNORSHIRE,"

Captain Davies, R.N.R., will be despatched for the above Port on or about THURSDAY, the 7th May, instead of as previously advertised.

For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, 17th April, 1896. [351

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW, LIVERPOOL, AND SINGAPORE.

THE Company's Steamship

"HYSON,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon on the 27th instant or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns where they will be examined on SATURDAY, the 25th instant, at 3 P.M.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 23rd instant, will be subject to rent.

Bills of Lading will be countersigned by
HOLLIDAY, WISE & Co.,
Agents.
Hongkong, 17th April, 1896. [684

Intimations.

DAKIN, CRUICKSHANK & COMPANY, LIMITED,
VICTORIA DISPENSARY,
HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER.

LEMONADE.

GINGER ALE,

SARSAPARILLA.

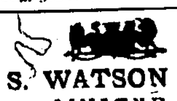
RASPBERRYADE, &c.

DAKIN, CRUICKSHANK & Co.'s WATERS are made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufactures.

Special terms to HOTELS, CLUBS, MESSES and other Large Consumers.

Any complaints should be addressed to the Manager.

Hongkong, 3rd MAY, 1895. [427



A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

WINES
AND
SPIRITS.

ALL these are selected by our London House, bought direct at first hand, imported in wood and bottled by ourselves, thus saving all intermediate profits, and enabling us to supply the best growths at MODERATE PRICES.

PRICE LISTS,
with Full Details, to be had on Application.

PORT after removal should be rested a month before use. When required for drinking at once it should be ordered to be decanted at the Dispensary before being sent out.

SHERRY.—Excellent Dinner and After Dinner Wines of very superior Vintages. All are true Xeres Wines.

CLARET.—Our Clarets, including the lowest priced, are guaranteed to be the genuine product of the juice of the grape and are not artificially made from raisins and currants as is generally the case with Cheap Wines.

BRANDY.—All our Brandy is guaranteed to be pure Cognac, the difference in price being merely a question of age and vintage.

WHISKY.—All our Whisky is of excellent quality and of greater age than most brands in the market. The SCOTCH WHISKY marked "E" is universally popular, and is pronounced by the best local connoisseurs to be superior to any other brand in the Hongkong market.

We only guarantee our WINES and SPIRITS to be genuine when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & CO., LD.
THE HONGKONG DISPENSARY.
Hongkong, 10th January, 1896. fr

The Hongkong Telegraph

HONGKONG, FRIDAY, APRIL 17, 1896.

TELEGRAMS.

REUTER'S MESSAGES.

FIELD MARSHALL YAMAGATA.

LONDON, April 15th.

Field Marshall Marquis Yamagata, one of the Japanese special Envoys, has arrived at New York on his way to Moscow, and has met with an enthusiastic reception.

THE TRANSVAAL

The natives of the Northern Transvaal are restless and a rising is feared.

THE CRISIS IN MATABELELAND

Advices from Buluwayo continue of a serious nature.

TURKEY AND BULGARIA.

The Sultan has created Prince Ferdinand of Bulgaria a Field Marshall of the Turkish Army.

(*From Diario de Manila.*)

THE UNITED STATES AND SPAIN.

MADRID, April 11th.

Advices received from the United States respecting the attitude of the Government *in re* the proposal to recognise the Cuban rebels as belligerents, are becoming more pessimistic, and the hope of a satisfactory settlement of the important questions at issue is reported to be very slight indeed.

On the other hand, advices from military headquarters in Cuba are highly satisfactory, reporting fresh victories and the gradual solidification of our power in the island.

THE PRESIDENT OF THE CABINET.

MADRID, April 11th.

Sr. Don Canovas del Castillo, President of the Cabinet, is confined to his bed with an attack of *la grippe*.

OBITUARY.

MADRID, April 11th.

General Don Pedro Mella y Montenegro died here to-day.

LOCAL AND GENERAL.

EIGHT cases of plague to-day.

H.M.S. *Peacock* is expected here from Singapore about the 23rd inst.

THE Rev. Alfred Iliff will conduct a Children's Service in the Peak Church on Sunday, 19th instant, at 4 p.m. Hymns—Nos. 341, 338, 336 and 334.

THE Governor of Singapore is of opinion that the legal advisers of the Crown have an Argus eye. But, says the *Free Press*, the Colony prefers to be its own Argus.

THE British gunboat *Linnet*, having been relieved at Chemulpo by the cruiser *Pique*, has gone to Tientsin for a few days. From Tientsin she will probably proceed to Chefoo and Shanghai.

FOR failing to report a death (not from plague) until five days after it took place, the body being in the meantime allowed to remain in the house, a householder down Wanchai way was this morning fined $15, with the option of 28 days' imprisonment.

ADVICES have been received from Hoihow to the effect that the steamer *Activ* is still ashore off Sad Point, Hainan Straits. The Dock Company is to send down divers, with the necessary gear, with a view to an examination and an estimate as to the possibility of getting the vessel off.

A SAIGON paper gravely states that in consequence of the prevalence of piracy in the southern portion of the Gulf of Siam, the French gunboat *Vipère* has been despatched thence.—Piracy, indeed! Who stole Chataboon? And who is still in possession of that *Siamese* port?

THE *Yomiuri Shimbun* reports that the Korean Ambassador to the Coronation of the Czar is commissioned to negotiate at the same time with the Russian Government for a loan of 5 million *yen* to pay back the loan of 3,000,000 *yen*, formerly borrowed from Japan, and to get funds for new projects beside.

MR. F. W. WATTS, accompanied by Mr. T. Woods, left Hongkong yesterday for Canton, whence they propose to proceed to Wuchow-fu with a general cargo of foreign goods covered by Transit Passes. They will take special pains to have every document in proper legal form, and if they meet with any opposition their case will, we understand, be fought out to the bitter end.

A MR. Miles, who is said to be a 'chum' of the absconding Cruz, *alias* de Souza, was, according to the *Siam Observer*, brought before H.B.M. Consul at Bangkok on the 1st inst., charged with concealment of his friend. His Honour remarked that he had every reason for believing that he was instrumental in the escape of de Cruz, and warned him that if he remained in Bangkok after a fortnight he would be placed under arrest. Souza, it will be remembered, was manager of the once flourishing but now utterly defunct Japan-Siam Trading Corporation.

THE following wail from our Tientsin contemporary reminds one of Mr. Crow's "six per cent. of water" statement:—We could find it in our hearts to wish that either public spirit or Municipal benevolence would inaugurate a dairy in Tientsin. Our lactometer reveals a dilution of the local lacteal fluid to an extent varying from 25 to 60 per cent.—generally 40. "Simpson" waxes large in Tientsin milk and fills us with fears; we never feel sure where he comes from, and we fear he reeks of the stagnant pool rather than the filter and the kettle.

TO-DAY a capital method of getting rid of pestering rickshs and chair coolies was witnessed by a *Telegraph* reporter and promptly noted. Three gentlemen stopping for a moment or two near the Clock Tower to discuss the situation in Great Korea or some trifle of that kind, were promptly surrounded by about two dozen chair-bearers who refused to "get out." One of the gentlemen pretended to take the bearers' numbers, whereupon the whole of the needy creatures rushed off to their stands, stumbling over each other in their haste to give what they took for a policeman in plain clothes as wide a berth as possible.

THE rumour recently prevalent in Court and official circles at home that Princess Beatrice will in the near future be elevated to the Peerage as Duchess of Kent, calls attention to the fact that no political privilege whatever attaches to the younger children of the Sovereign, whose legal status is merely that of commoners. "As the law of England," writes Mr. Freeman on page 198 of his 'English Constitution,' "knows no classes of men except peers and commoners, it follows that the younger children of the King—the eldest is born Duke of Cornwall—are, strictly speaking, commoners, unless they are personally raised to the peerage. I am not aware that either case has ever arisen, but I conceive there is nothing to hinder a king's son, not being a peer, from voting at an election or from being elected to the House of Commons, and I conceive that, if he committed a crime, he would be tried by a jury. Mere precedence and titles have nothing to do with the matter, though probably a good deal of confusion arises from the very modern fashion—one might almost say the modern vulgarism—of calling the children of the king or queen 'princes' and 'princesses.'"

H.M.S. *Alacrity*, with Admiral Buller on board, arrived at Amoy on the 9th April and left again on the 11th for Foochow.

THE Russian cruisers *Rurik* and *Dimitri Donskoi* were, according to latest news from the Straits, to leave Singapore on Sunday last for Nagasaki direct.

THE Criminal Sessions will commence to-morrow morning at 10 a.m. There is only one case on the calendar, namely, that of a man indicted for "obtaining money by a trick."

THE Tientsin correspondent of the *Mercury* reports that there is a Canton or Hongkong syndicate in Peking trying to secure permission for the Kowloon and Canton line, which is likely to be built before the Hankow line.

RECENTLY it was stated in these columns that some Chinese hailing from California had ordered in Shanghai four coaches to run à la "Cobb's coaches" between the West gate of Canton and the flourishing town of Fatshan. We now hear that these vehicles, which are rather more like a tram-car than an omnibus, have been duly delivered at Canton and the Coach Company proposes to commence business on the 28th instant.

WE publish to-day correspondence connected with the proposed reconstruction of the Sanitary Board which merits immediate perusal and careful consideration by all who take an intelligent interest in what is going on about them in this British colony, where taxation does not carry with it the right to have a fair share in the management of their affairs and where, too, the whole system of government is antiquated, un-English and utterly unconstitutional.

YESTERDAY Mr. G. P. Lammert sold to Mr. J. W. Brown, by public auction, the American schooner *Retriever* for $1500. The *Retriever* is 80 tons register, 81 feet long, and it will be remembered was the property of the four American scientists whose trip from Yokohama, *viâ* the Loo-choo Islands, to this port we lately chronicled. These gentlemen are now on the look out for a new and more comfortable vessel suitable for a voyage of discovery embracing the coasts of Borneo, the Straits, Java and the Philippines.

ROBBERY, murder, blackmailing and crime of every conceivable description is said to be very prevalent in Canton and the suburbs of that evil-smelling city just now. The way in which the blackmailers get large sums out of the wealthy citizens is, as might be supposed, by means of anonymous letters. In these epistles the writers state that unless a certain sum of money is forthcoming by a certain date the house of the addressee will be attacked and burnt. Rather than have any trouble with such dangerous criminals, and knowing only too well how useless it would be to place these anonymous documents in the hands of the native police, the unfortunate recipients almost always pay up to save themselves and their relatives from molestation. This is a nice state of affairs and discreditable in the last degree to the authorities of the far-famed "City of Rams."

IT is reported that a couple of days ago the officer of the watch on the Canton gunboat *Kwong-Lee*, which was proceeding from the Bocca-Tigris forts up to Canton, noticed two lorchas of peculiar rig and apparently carrying unusually large crews. He at once reported to the Captain, who hailed the "sailers" in the usual way. No notice was taken of the request to heave-to, so a shot was fired across the bow of the leading lorcha. This had the desired effect, the vessels lowering their sails intanter. Steaming up close to the "suspects" they were asked what cargo they had on board. The reply came—"Native coir rope from Macao." This did not satisfy the Captain of the gunboat, so he sent a lieutenant with a dozen armed men to search, the result being that under numerous coils of rope there were found no less than 700 repeating rifles, 3 kegs of cartridges, 6 large kegs of powder and 50 catties of slow-match. Of course the lorchas and their crews were seized and taken to Canton, where an investigation is going on, but with what result our informant is not yet in a position to report.

AN occasional correspondent writes from Canton under date of 15th instant, that hundreds of well-to-do Chinese merchants who have residences in towns and villages in the valley of the Si-kiang, or West River, have forwarded a petition to the Viceroy praying that obstruction to the opening of the West River to the merchants and commerce of all nations be refrained from. In addition to pointing out in the memorial the benefits derivable by the native merchants from the opening of this great waterway the petitioners express in concise terms evidence that the greatly-to-be-desired new order of things must prove of distinct advantage to the Government. The petition also states that a foreigner of *gigantic* dimensions (presumably Mr. John Andrew is meant) recently went up the West River with a cargo of foreign goods which the natives eagerly purchased at good prices until the officials of Wuchow-fu interfered. Thus, it is remarked, the people were prevented from purchasing goods at Wuchow at lower prices than would have been possible had they been bought in Canton by natives and been subject to innumerable "squeezes" *in transitu* from Canton to Wuchow. The petition concludes with an earnest appeal for the substitution of consuls for the mercenary officials who now control the traffic of the West River, and it is added that the "paternal Government" should encourage steamer traffic on the Si-kiang to enable the people to avoid pillage and murder at the hands of pirates whom the "powers that be" appear unable to deal with in anything approaching a satisfactory manner.

MEMORANDA.

TO-MORROW,—18th April.

10 a.m.—Criminal Sessions.

A REWARD of 500 Taels is offered to any person who may lodge such information at the Portuguese Consulate at Bangkok as will lead to the arrest of the greatly "wanted" de Souza, the late manager of the "Corporation," whose demise was duly chronicled in these columns a short while ago.

THE Hon. Treasurer of the Alice Memorial and Nethersole Hospitals begs to acknowledge with thanks the undermentioned donation to the funds of the Hospitals:—

K. A. Chiney $25
Fleet-Engineer Pitt, R.N. 10
Anon 1

THE Supreme Court of Samoa has had to decide an important question upon which authority is not altogether uniform. A contract for the payment of money at a future date—Is it to be performed in the currency prevailing at the date of the contract or at the date of payment? The Court, in an elaborate judgment, adopts the latter view.

SOUTHERN contemporaries report small-pox as prevalent in Rangoon. The demand for hospital accommodation has become so great that the authorities have found it necessary to erect two more depôts in addition to the existing ones. The admissions are increasing daily, and it is believed that further extensions will have to be made. The European quarter and the British troops have as yet escaped.

THE following telegram has been received by the Singapore Secretary from Raub, dated 7th April:—"Rough clearing up of battery yielded 1,750 ounces of amalgam, estimated quantity of stone crushed being 1,477 tons. Prospects remain unchanged." The quantity of amalgam is equivalent to about 580 ounces of gold. The previous crushing, finished on 4th March, the result for about two months' operations being that 2,200 tons of stone realised 1,119 ounces of smelted gold.

AN unambitious, but most necessary, bit of legislation has been brought forward by the Lord Chancellor. It is a Bill designed to stop the publication of evidence involving indecent details in trials in legal tribunals. A power is proposed to be given to the presiding judge to prohibit publication, and disobedience of his order is to be a contempt of court. The *Daily Chronicle* doubts whether this project will work. Judges doubtless may differ in their views as to what is fit for publication. This is of no consequence. There is risk that they may shrink from putting such a law into operation. We fail to see how the Press can complain in any way, for prohibited or not, the indecency ought not to appear in print.

THE RECONSTRUCTION OF THE SANITARY BOARD.

IMPORTANT CORRESPONDENCE.

Hongkong, 17th April 1896.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

Dear Sir,—I enclose the following correspondence in connection with the Sanitary Board herewith, and should be very greatly obliged if you could find space for it in one of your early issues, for the information of the Members of the Chamber of Commerce and the community generally:—

Copy letter from the Colonial Secretary dated ——10th inst.
Copy of my reply dated 13th inst.
Copy letter from the Colonial Secretary to the Chamber of Commerce dated 10th inst.
Copy of my letter to the Committee of the Chamber of Commerce dated 16th inst.
Copy of my letter to H. E. the Governor of the same date.

I am, Dear Sir,
Your obedient servant,
T. H. WHITEHEAD.

COLONIAL SECRETARY TO MR. WHITEHEAD

No. 563. Colonial Secretary's Office,
Hongkong, 10th April, 1896.

Sir,—I am directed by the Governor to acknowledge the receipt of your letter of the 1st instant, requesting to be furnished with a copy of a letter which you understand was addressed by His Excellency the Governor to the Senior Unofficial Member, and which you presume gave the lines on which the Sanitary Board should be reconstructed, and expressing a hope that the Government will not fail to publish all the papers on the subject of the reconstruction of the Sanitary Board.

In reply I am to state that, though search has been made, no such communication as that to which you refer can be found among the Archives of this office, and, as regards the publication of papers respecting the reconstruction of the Sanitary Board, I am to refer you to the answer given to the question on this subject asked by you in the Legislative Council.

I have the honor to be, Sir,
Your most obedient servant,
(Signed) J. H. STEWART-LOCKHART,
Colonial Secretary.

The Honourable T. H. Whitehead, &c., &c., &c.

MR. WHITEHEAD TO COLONIAL SECRETARY

Hongkong, 13th April, 1896.

Dear Sir,—I have received your letter of 10th instant, in reply to mine of 1st idem, and note that though search has been made for the letter addressed by His Excellency the Governor to the Senior Unofficial Member giving the lines on which the Sanitary Board should be reconstructed, no such communication can be found among the archives of your office. Before asking the Government, I appealed to the Senior Unofficial Member for a copy of the communication in question, but Mr. Chater informs me that he is unable to lay his hands upon it.

Your letter further informs me that the Government will not publish the further papers I have asked for on the subject of the reconstruction of the Sanitary Board? If any Colonial Office rule or regulation stands in the way of the Council getting the benefit of the publication of the documents asked for, I would suggest that His Excellency the Governor might telegraph to the Secretary of State for the necessary sanction.

I have the honor to be, Sir,
Your most obedient servant,
(Signed) T. H. WHITEHEAD.

To the Hon. J. H. Stewart Lockhart, &c., &c.

COLONIAL SECRETARY TO CHAMBER OF COMMERCE.

No. 565. Colonial Secretary's Office,
Hongkong, 10th April, 1896.

Sir,—I am directed by the Governor to request the Chamber of Commerce to be good enough to state whether the opinion of the Chamber on the subject of the Sanitary Board remains the same as that expressed in the letters of the Chairman, Mr. Keswick, dated 19th October and 12th November, 1894, and by Mr. McConachie when he was representing the Chamber in the Legislative Council in his minute attached to Mr. Keswick's letter of the 12th November 1894, or whether the opinion of the Chamber has changed and is now the entirely divergent view expressed by Mr. Whitehead, who at present represents the Chamber in the Legislative Council.

His Excellency understands that the purely British members of the Chamber amount to about fifty, and he will be glad to know whether Mr. Whitehead has received any mandate from those members as a body to oppose the views expressed by the Retrenchment Committee, the unofficial members of which were Mr. Keswick, Mr. Chater, and Mr. Jackson; all members of the Chamber of Commerce, and by Mr. McConachie, when representing the Chamber in the Legislative Council.

If a change has taken place in the views formerly held by the Chamber, His Excellency will be obliged if you will be good enough to state for his information the reasons which have led to the change.

I have the honor to be, Sir,
Your most obedient Servant,
(Signed.) J. H. STEWART LOCKHART,
Colonial Secretary.

The Secretary, Chamber of Commerce.

MR. WHITEHEAD TO THE CHAMBER OF COMMERCE.

Hongkong, 16th April, 1896.

Gentlemen,—I beg to hand you a copy of a letter of this date, addressed by me to His Excellency the Governor in part reply to a communication dated 10th instant from the Colonial Secretary to the Secretary of the Chamber.

You will observe that I have ventured to question the assumption contained in the Colonial Secretary's letter that in political matters I am the representative of the Chamber in the sense in which the word "represent" is used in the Colonial Secretary's letter. In all matters affecting trade and commerce I have always consulted the Committee and the Members of the Chamber of Commerce, and striven to represent their views, and I shall always do so. On matters outside the scope and objects of the Chamber of Commerce, as is the question of the constitution of the Sanitary Board, I submit that I represent the community at large, and I endeavour to the best of my ability to ascertain the opinions of the bulk of the residents, and to put them forward, reserving, however, my own complete freedom of opinion. I deny the existence of any "Mandate" as un-British and un-Constitutional.

I much regret that the Chamber's late Chairman, Mr. Keswick, should have pledged the Chamber to any expression of opinion on a purely Municipal question *without first submitting the matter to the Members of the Chamber for their deliberation and consideration, and first obtaining their views.* At the same time his course is defensible, as the Chamber might fairly claim a right to call the attention of the Government to the grave injury that had been done the Colony and its trade by defects in Sanitary Legislation and Administration generally. The question has, however, ceased to be a general one, and the Bill now before the Legislative Council is simply one for the reorganisation of the Sanitary Board and as to the number and class of members by whom it is to be composed.

I humbly submit for your consideration that the course for the Committee to adopt will be to reply to the Government that in the present form in which the question of the Sanitary Board is now before the Council, the Committee has no opinion, and it is not, as a purely commercial and cosmopolitan body, qualified to express any opinion on a question of purely Municipal concern.

As to the suggestion that you should report on the opinions and actions of the British members of the Chamber that of course is impossible, as you can only speak for the Association as a whole, foreigners and British alike. If the Government desires to obtain the opinion of the British subjects in the Colony, it can very easily convene a public meeting.

Please note that I will send a copy of this correspondence to the local Press, for the information of the Members of the Chamber of Commerce and the community.

I am, gentlemen,
Yours very truly,
(Signed) T. H. WHITEHEAD.

To the Committee of the Hongkong General Chamber of Commerce, Hongkong.

MR. WHITEHEAD TO THE GOVERNOR.

Hongkong, 16th April, 1896

Sir,—As a member of the Committee of the Chamber of Commerce, I have seen the Colonial Secretary's letter of the 10th instant addressed to the Secretary of the Chamber, in which, by your Excellency's direction, the Committee of the Chamber is requested to state whether its opinion on the subject of the Sanitary Board remains the same as that expressed in certain letters of Mr. Keswick's dated the 19th October and 12th November, 1894, and by Mr. McConachie in a minute attached to one of Mr. Keswick's letters, or whether the opinion of the Chamber is now in accordance with the views expressed by me, who, in the words of the Colonial Secretary's letter, "*represent* at present *the Chamber in the Legislative Council.*" The Committee of the Chamber, in the same letter, is further requested to state whether I have any *mandate* from the purely British members of the Chamber as a body to oppose the views expressed by the Retrenchment Committee (the Unofficial Members of which were Mr. Keswick, Mr. Chater and Mr. Jackson, all members of the Chamber) and by Mr. McConachie when representing the Chamber, and to state their reasons for any change of opinion, if there has been any change.

I have no doubt that your Excellency will receive from the Committee of the Chamber of Commerce, in due course, a reply to your request for information as to the present attitude of the Chamber with reference to the Sanitary Board and its reconstitution, although there may be some delay, as the Committee will, doubtless, feel bound now to call a general meeting to consider the matter, a precaution which Mr. Keswick and Mr. McConachie do not seem to have taken before addressing the Government in October and November, 1894.

As to your Excellency's request for information as to whether I have any *mandate* from the purely British members of the Chamber to oppose the views expressed as to the Sanitary Board by the Retrenchment Committee, and Mr. Keswick Mr. Chater, Mr. Jackson and Mr. McConachie, I think it better, after very full and careful consideration, to reply to you myself direct, as I am afraid that the constitution of the Chamber does not afford any facilities for obtaining the opinion of a section of its members on a purely municipal and not a commercial question, and as, moreover, your request seems to be based on certain assumptions to which I cannot at all give my assent and on which I may have to ask your Excellency to obtain the opinion of the Right Honorable the Secretary of State for the Colonies.

Permit me to point out that I do not, in the sense in which the expression is used in the letter now under reply, "represent" the Cham-

ber of Commerce in the Legislative Council. It is a convenient way of designating me, in compliance with the Parliamentary rule that forbids the use of names in debate, to speak of me as the Representative of the Chamber of Commerce, and although I am elected and nominated by the Chamber of Commerce, I am appointed by the Queen, and I represent on the Council, together with my colleagues, the general interests of the community and not of any particular section of it. I am no more the representative of the Chamber on the Council than are Messrs Bell-Irving and Bellilios the representatives of the Government on the Council because they are selected and nominated for the honour by your Excellency.

Neither has the Government, at any time, recognised the Member of Council, nominated by the Chamber, as representing it, or entitled to speak on its behalf. When the Government has desired, for any purpose, to ascertain the opinion or obtain the advice of the Chamber it has invariably addressed itself by letter to the Chairman or to the Committee of the Chamber.

As to Your Excellency's reference to a "mandate," and your request to be informed if I have a "mandate" from the British members of the Chamber of Commerce to oppose the Sanitary Board Bill, may I be permitted to remind your Excellency that only the Chamber as a whole—British and foreigners combined—could give me a mandate, if such a thing were possible, and that I could not be the *mandataire* of a section of the Chamber. But there is no such thing as a mandate known to English Parliamentary practice. It is a foreign invention, and members of Legislatures in Great Britain and her Colonies have always refused to be the *mandataires* of their electors. They have always claimed, no matter by whom elected, to exercise their own intelligence on all questions coming before the Legislative Bodies of which they were members, and to act according to the best of their judgment for the interests of the entire community and not according to the views of their immediate electors.

As to the general question, my own opinion is that if the community was fairly canvassed on the subject, a considerable majority of the British residents would be found to be in favour of a popularly-elected Sanitary Board, *with adequate powers and an efficient staff*, in preference to any Board on which there was an official majority, and I should be very glad indeed to co-operate with your Excellency in obtaining a *plebiscitum* on the subject. It will be an immense step in advance in the methods of Colonial Government, should your Excellency think well to apply it.

As to my own opinions I have expressed none as yet in Council on the subject except in so far as I have said, what I think the Government admit, that it is a retrograde step to have to change back from the popularly constituted Board, established in 1888, to the older form of Sanitary government by a Department or by a Board with an official majority, unless there are very grave reasons to justify the step. Your Excellency has expressed yourself as favourable to popular forms of government where possible. I am open to conviction, and if the Government or the gentlemen who advocate the views and opinions of the Government, are able to satisfy me on reasonable evidence that the presence of an unofficial majority on the Sanitary Board was the cause of its failure, if it did fail, to perform the responsible duties entrusted to it, I am prepared to vote for its reconstitution on the lines of the present Bill or any other the Government may introduce, but I can find no evidence to that effect. The statement of objects and reasons attached to the Bill now before the Council refers to the experience of the Plague year as justifying the proposed alteration, and as the basis of the recommendations of the Retrenchment Committee. I was not in Hongkong during the greater portion of that year, but from what I then read in the public journals, from my letters, and from what I have learned since my return, I gather that the Sanitary Board rendered during that period most efficient service, and that, if never before, it then fully justified the highest hopes that had ever been placed on it. It grappled with the plague most promptly, most vigorously, and most effectively.

I have been seeking, ever since my return to the Colony, for the evidence on the other side, and I can find none. Your Excellency refuses to produce the official reports and correspondence on the subject, and even the Secretary of State's letter approving of the draft Bill. You have only put forward in support of the Bill the recommendation of the Retrenchment Committee, and the letters and memoranda of Mr. Keswick, Mr. Chater, Mr. Bellilios and Mr. McConachie. These are mere expressions of opinion wholly unsupported by fact. They are, to my mind, completely countervailed by Dr. Ho Kai's very full and very able memorandum issued with the other papers. As to the recommendation of the Retrenchment Commission, I can only say that however valuable the opinions of the individual members who concurred in it may be, it ought not to carry any such weight as attaches to the opinion of a public Committee investigating a matter properly before it. It seems to me to have been entirely outside the scope of their commission and, *what is far more important*, on a matter on which they had not taken evidence. I have had the Blue Book report most carefully searched, and I can only find six pages of evidence with reference to the working of the Sanitary Board, as distinguished from the expenditure under the head of Sanitation, and the Committee had actually no evidence before it at all as to the work done by the Sanitary Board during the plague nor as to its constitution. The only clear expression of opinion on the subject is by Mr. Crook, at page 167, and he was decidedly in favour of the Board. Such defects as were indicated and such opinions as were given seemed to point more to want of executive power in the Board and to want of a sufficient staff through want of funds than to any need for the reconstitution of the Board. The only reform your Excellency now proposes is the reduction in the number of unofficial members on the Board, and I want some evidence that the presence of an unofficial majority was the cause of its failure, if it did fail.

As to Mr. Keswick's letter in the name of the Chamber of Commerce, I have already pointed out that it was written without consulting the Chamber as a whole in any way. I find that the movement was initiated by Mr. Keswick himself, that there was, apparently, no discussion of the matter at any meeting of the Committee, and that the letter, drafted by Mr. Keswick, was simply sent round to members for their individual approval, was disapproved of by Mr. Mackintosh for one, received but a half-hearted and lukewarm support, and hung fire for a couple of months before it could be got away. Being a purely political and municipal question it was not, it seems to me, within the competence of the Chamber to discuss it. The Chamber had the right to call the attention of the Government to the grave injury done to trade by the insanitary state of the Colony, but it is hardly within its competence as a cosmopolitan body to advise the Government as to the constitution of any of the departments of the Government, or as to the best methods of getting the Government work done.

I have the honour to be, Sir,

Your Excellency's most obedient servant,

(Signed) T. H. WHITEHEAD.

His Excellency Sir William Robinson, K.C.M.G., &c., &c., &c.

PROPOSED HOME FOR THE AGED AND INFIRM.

We have pleasure, at the request of the Reverend P. de Maris (R. C. Naval and Military Chaplain), in publishing the following announcement:—

The undersigned has in view the erection at Wanchai of a Home for the aged and infirm. That the necessary funds may be obtained the assistance of the Community in general is respectfully solicited, and any contribution towards this subscription will be gratefully acknowleged.

L. PIAZZOLI,
Bishop Vi. Ap. of H.K.

Hongkong, April 17th, 1896.

(Enclosure.)

LIST OF DONORS UP TO DATE.

A. S. Gomes, Esq.	$1,000
A. G. Romano, Esq.	100
I. C. Noronha, Esq.	200
T. Jackson, Esq.	250
A. Friend,	50
Procuracion Española	100
A Coxen, Esq.	50
J. M. G. Machado, Esq.	50
Leon G. Le Roux	50

Other donations will be duly acknowledged.

SIAM AND THE JANUARY CONVENTION.

By E. J. D.

BANGKOK, April 4th.

Notwithstanding the recent Anglo-French agreement the political horizon does not look as bright and promising for Siam as the friends of this country would wish. True, Great Britain and France have guaranteed the basin of the Menam, but what much greater additional security does this extend to Siam than that which previously existed? If complications occur between Great Britain and France is this or any other agreement likely to be respected if breaking it is greatly to the advantage of either? Before the January Convention an armed incursion into this territory by one of these Powers would have been resisted by the other notwithstanding the non-existence of State documents setting out so much in words. Thus the position of affairs has been made more complicated and in the making France has gained somewhat while Siam and Great Britain have lost considerably—how much time only can show. Though the only gainer, France cannot be said to have won anything very substantial by this Convention. The territory acquired is almost certain to prove more expensive than remunerative, for it is a wild unproductive region of little or no commercial value. The chief gain is in diplomacy and prestige over England—a victory of no inconsiderable value in the sight of Asiatics. "The Great Empire of the White Queen" has been made to "climb down" and this under Great Britain's King of Jingoes and Prince of Foreign Ministers—Lord Salisbury. France has secured other advantages which may or may not yield richly according to the way they are handled. They are the tacit recognition which French diplomacy gained from Great Britain of France's continued occupation of Chantaboon, and the 1893 Treaty Clause which necessitates Siam completely pacifying the 25 kilometre zone, yet prohibiting Siamese troops entering this region, which it must be remembered British statesmen continue to declare is as much Siamese territory as ever. It is a pretty political paradox for France to insist upon Siam pacifying a disturbed portion of her territory and yet forbidding her the necessary means of doing so. (*Vide* recent reports of disturbances at Battambong and neighbourhood.)

The presence of troops in this zone is evidently necessary if reports are correct, but the Siamese are debarred from sending any. Thus, in the interests of peace and security, the French must quell these disturbances. To do this a military occupation is necessary. In such cases the step from temporary to permanent occupation is not a long one. "Possession is nine points of the law," as England recognises in Egypt, France in Chantaboon, and Russia in Korea. Suppose France were not over-particular as to ways and means, a little "diplomacy" in the matter of dealing with the disturbing element in this region would soon necessitate a permanent occupancy which Great Britain would be bound to recognise, for it would be in the best interests of civilisation—so it would be said. Siam's position is, consequently, a decidedly unpleasant one so far as the eastern watershed of the kingdom is concerned. She can never control this portion of her territory while the terms of the 1893 Treaty remain as they are. Thus, even if the French make no decided military movement towards occupation immediately, this sphere must necessarily come under their influence and therefore, sooner or later, under their control.

Siam loses nothing of any practical value in the north. The surrendered territory was never directly governed by Siam—indeed, Siam governs very little of this kingdom directly so far as the Western standard of government is understood, and it is this feature in its hollow administration that has brought so much ignominy of late upon this State. So far the Siamese have shewn no aptitude as administrators and it is certain that if the future does not bring forward a more progressive and enlightened body of politicians than those who have been identified with its recent history Siam will soon become a protected State even if worse does not befall her. If indirect considerations are taken into account there is no doubt that Great Britain has suffered most by these transactions. It must puzzle everyone how Lord Salisbury's admirers can reconcile his weakness in this matter with that stern and unbending front which is said by his friends to always mark his administration of Great Britain's foreign affairs. More than once was it said in relation to the British occupation of Mongsin that British troops never retire from a position which is to the advantage, honour and prestige of their country to hold. Yet, here was an important strategical position and commercial centre handed over to France and a withdrawal—an actual retreat—of British troops. And for what *quid pro quo*? An agreement by France that the basin of the Menam is to be respected, that was not worth much more than the paper it was written upon. The French know, and always knew, that they could never enter the basin of the Menam without coming to blows with the British, who never fail to stand by those places in which they hold such strong commercial interests as in the territory drained until she was ready to meet Great Britain at a trial of strength, and this Treaty will not safeguard Siam one whit more than formerly when that time arrives. The Treaty certainly prevents little annoyances to foreign trade in Siam like that of 1893, but then the French went just as far as they dared without embroiling themselves with Great Britain, and, probably, other Powers, but it does not prevent the same causes arising or France from demanding similar reparation with less trouble.

While Great Britain conceded everything in the North, what did France concede in the South or, indeed, elsewhere? Nothing, excepting that she agreed to hear what England had to say upon one or two old and comparatively unimportant matters that had been almost forgotten by both parties. The French still remain in Chantaboon, they still menace the Eastern watershed; they still assert their claim to nearly half of what remains to Siam and, worse than all, they have bound the British to remain where they are in the Malaysian Peninsula. What sort of a settlement was this? France gets all she wants in the North; she keeps the Siamese out of their rightful territory bordering upon the Mekong—a natural boundary—and thereby practically secures it to herself; she still occupies with troops the most important town and seaport in this territory, and she debars—by Treaty—the British from advancing at any time into those unsettled, misgoverned and desirable Siamese Tributary States, which, from every point of view that the question may be judged from, should be administered and opened up by that Power which has given the Southern States of this Peninsula the peace and prosperity which they enjoy to-day.

THE OPENING OF THE WEST RIVER.

It is to be hoped that our Government will at last succeed in securing the opening of the West River, which would be of great advantage to British trade. The proposal has certainly been long enough under consideration, and, having cleared up the situation in Indo-China *vis-à-vis* France, the opportunity is now favourable for pressing the matter firmly upon the Chinese Government.

Some fifteen years ago I (Archibald R. Colquhoun) explored the West or Sikiang River from its mouth at Canton to the navigation limit at Pese, and I have still a very lively recollection of the journey in which my companion, Charles Wahab, and I carried our lives in our hands. At all times peopled by a very turbulent population (the worst by far in the whole of China), it was at that particular time more than usually disturbed, owing to some difficulty which had recently occurred between the people and certain Roman Catholic priests. So strong was this feeling, in fact, that proclamations were issued at Nanning-fu, an important town, appealing to the patriotic feelings of the people, asking them to prevent the red barbarians coming into their country, and taking away their *Po*, the 'precious wealth'—*i.e.* the good luck of the place. Matters were not minced; for an explicit offer of 200 taels (about £50 sterling) was offered for our heads. The people of Kwangtung and Kwangsi (the headquarters of the Taiping Rebellion) are undoubtedly a difficult lot to manage, and the Central Government ought to be only too glad to open up this waterway, and thus establish a firmer hold on these disorderly and mutinous provinces, over which they exercise a most feeble control at present.

Little or nothing has been done since my exploration of 1881-82. Only one explorer, Mr. Moss, had preceded me from Canton as far as Nanning, and only one, so far as I know, has since gone over a portion but not all of the same ground. This fact shows conclusively how very little has been done by our merchants to help themselves towards having this useful waterway opened, and without serious action on the part of the trading community itself it was not to be expected that Government would move.

It would be unwise to expect too much from the West River, however. It can do something for our trade, especially Hongkong, but nothing very great. Still, what it can do is well worth striving for. The proposal of the Hongkong Chamber of Commerce that the river should be opened as far as Nanning to steam, with right of trade and residence at Wuchow, Tsunchow and Nanning, three important trade-centres, is eminently wise and reasonable, and should be strongly supported. The French, it is evident, are geographically in a very strong position, and if they choose to utilise it—and, notwithstanding the past history of Tongking, they may do so—may make it very difficult for us to extend our trade later. There seems no doubt now, in spite of the difficulties pointed out by M. Lanessan, and which years ago I foretold, that the Red River can be used for railway purposes with ease and with no prohibitive cost; and if the French choose to make a railway from the port of Tongking to Laokai, the capital of the Yunnan province, Yunnan-fu, would be only sixteen days from the seaboard. Again, the French railway from Langson to near Lung Chow, on the South Chinese border near Tongking is soon to be completed. There is therefore no time to be lost if we are not to lose ground in Southern China from that admirable trade-base, Hongkong. The *natural channel* of trade for the large region drained by the West River is the waterway itself. The account of the river itself which I gave in *Across Chryse*—the narration of my exploration—gives the impression that the region is not only unruly, but very poor. But I pointed out that the ruined cities along the river showed signs of past prosperity, and even grandeur, which had passed away owing to the Taiping and Mahommedan rebellions, and the consequent diversion of the carrying trade to other routes. The route once opened effectively, these provinces would rapidly recover their former flourishing condition.

As regards the question of navigation, much remains to be done in surveying the river thoroughly. But while there is, I believe, no possibility of our making the West River navigable to the frontier of Yunnan, it seems certain that Nanning, 360 miles above Canton, can be opened to steam navigation. I travelled when the river was very low, and therefore was likely to receive the most unfavourable impression. From what I have seen of river navigation in other parts of the world since—especially lately, the San Juan River, in Nicaragua—I am of opinion there is no difficulty which cannot be easily surmounted, in the way of steamers ascending as far as Nanning. Above Nanning the river is navigable to Pese, on the Yunnan border, a distance of about two hundred miles; but the difficulties in this section are considerable. South-West China and West China must be attacked from various quarters—by railways from Burmah, from Siam, and from Tongking; from Hongkong and Canton (*via* the West River), from Shanghai (*via* the Yangtze).

The French sentinel is, as Prince Henri of Orleans has said, at the gate of the Chinese Empire. France is at the entrance to an avenue, in a province full of resources, with stores of coal. It is likely we shall have sharp competitors for the trade of South-West China; but whether or no, it is our business to develop our trade in Indo-China and China in every possible direction. The opening of the Chinese waterways the Yangtze and the West Rivers to steam, and the making of railways whenever and wherever practicable, should be the complement to the connexion of our Burmese provinces with the South-West provinces of China. To use a classical phrase—there is room for all.

And now a word in conclusion to our merchants. Notwithstanding our success in the past, I urge them to take a lesson from our French and German commercial rivals and send men to study on their behalf those markets they want to utilise. If there is much to avoid in these semi-official 'missions,' there is also something to imitate, and I suggest that in this, as in other matters, the wise course is between the two extremes. Lancashire and Yorkshire are at last showing some intention of realising that all is not well, and that they must, if they wish matters to improve, help themselves in the matter of commercial exploration. That is a healthy sign, and I hope action in this direction once begun will be vigorously followed up.

ARCHIBALD R. COLQUHOUN.

FREIGHT AND PASSENGER TRAFFIC ON THE YANGTZE RIVER.

We learn on good authority that before very long a new Steamship Company is to be started, to run a line of freight and passenger steamers on the Yangtzekiang. A Japanese syndicate has been formed to float the new company, in which several wealthy native merchants of Shanghai are interested. The pioneer, a Japanese, has been to China and has obtained the promises from several large native shippers to and from the Yangtze valley of their support. The representative of the syndicate has recently returned to Japan to see whether suitable vessels can be obtained there. There are foreigners in Shanghai offering for sale three vessels of light draft, well adapted to the trade and that can steam between sixteen and seventeen knots. These steamers are in England and can be purchased for a very low figure, and could be ready to run on the river within two or three months. We also learn that a Company consisting of several native merchants intend shortly to place two stern-wheel sixteen-knot boats on the Ichang-Chungking line. By this it will at once be seen that the Chinese consider there is a brilliant future for steam traffic on the Yangtze and when the "fool pidgin" of the Chinese is abolished and the annoyances and obstacles removed which prevent ocean-going steamers from proceeding direct up the Yangtze, we will then see Manchester goods shipped through to the Riverine Ports without transhipment. This is a question to which we hope Sir Claude MacDonald will give his serious attention and bring before the Tsungli Yamen at no far distant date.

It was evident by the action of the Home Government in the recent war that Great Britain intends, if possible, to monopolise the Yangtze valley and by the opening of Tatung and Ngankin to foreign trade, and the privilege to navigate the Poyang and Tongking Lakes, would certainly increase the trade on the river. The native merchants are in favour of increased steam tonnage, the opening of these ports, and all that is wanted is the stern determination of the new Minister to compel the Tsung-li Yamen to force the native officials to comply. It was currently reported that Nanking was to have been opened to trade again on the 1st of the Chinese New Year of 1895, and Mr. Moorhead, the Commissioner of Customs at Hankow, was sent down to open that port. This was over 14 months ago, but, like everything Chinese, it fell through.

Nanking, according to Art. VI of the Treaty of Peace, Friendship, Commerce, and Navigation between France and China, signed 27th June 1858, was to enjoy the same privileges as Canton, Shanghai, Ningpo, Amoy and Foochow, and a few years ago a steamer was specially built to run passengers only between Chinkiang and Nanking. She was British owned, but we are given to understand that she was not permitted to run owing to Nankin being closed to trade, and if she wished to engage in the passenger traffic of the port she would have been compelled to go to Wuhu, fifty-five miles above Nanking, and there enter and clear before returning to Chinkiang.—*Mercury.*

LEGAL INTELLIGENCE.

SUPREME COURT.

SUMMARY JURISDICTION.

(Before His Honour Mr. Sercombe Smith.)

April 17th.

FIXTURES.

The following cases were fixed for the respective dates:—

Monday, April 20th.—

2130—Tsan San Ling *v.* Chu Kui $ 70.70

Tuesday, April 21st.

503—Muroo Singh *v.* Wan Shau 25.00
610—Arjan Singh *v.* A. H. C. Alemão 49.00
629—The Kam Wa Tai *v.* The Kwan Wa Lung 300.00

Judgment was given for the plaintiffs in the following cases:—

504—Wong Tang Kee *v.* Sia Yau & 2 others 59.04
611—W. Robinson & Co. *v.* Miss Gorham 12.00
612—W. Robinson & Co. *v.* Mrs. Judith Goulbourne 23.00
615—W. Brewer & Co. *v.* W. J. Stewart 42.20
612—Colonial Treasurer *v.* Chan Chee Wo 21.29

SHIPPING AND MAIL NEWS.

MAILS DUE:

English *(Ravenna)* to-morrow;
American *(Belgic)* to-morrow.
Australian *(Tabyuan)* 19th inst.
Canadian *(Empress of India)* 20th inst.
Indian *(Chelydra)* 20th inst.
Tacoma *(Victoria)* 22nd inst.
American *(Peru)* 24th inst.
American *(Coptic)* 4th prox.

* * *

THE P. & O. S. N. Co.'s steamer *Malacca* left Singapore this morning for this port.

* * *

THE Canadian Pacific Railway Co.'s steamer *Empress of China* left Yokohama for Vancouver this afternoon.

* * *

THE P. M. S. S. Co.'s steamer *Peru*, with mails, etc., from San Francisco to the 30th ultc., has arrived at Yokohama, and will leave for this port, *via* Nagasaki, to-morrow morning.

* * *

SHIPPING RETURNS.

From 8 p.m. yesterday to 8 p.m. to-day.

ARRIVALS.

Hyson	steamer,	from	Singapore.
Anchises	"	"	Singapore.
Sunghiang	"	"	Manila.
Federation	"	"	Java.
Sithan	"	"	Saigon.
Whampoa	"	"	Swatow.
Hailoong	"	"	Coast Ports.
Ark	"	"	Hoihow.
Cosmopolit	"	"	Amoy.

Aggregating 11,087 tons register.

DEPARTURES.

Lyderhorn	steamer,	for	Kutchinotsu.
Sharpeno	"	"	Canton.
Frey	"	"	Pakhoi.
Dorothea Rickmers	"	"	Singapore.
Tabiang	"	"	Tientsin.
Petrarch	"	"	Saigon.
Strathmore	"	"	Kobe.
Byde	"	"	Canton.
Zafiro	"	"	Amoy, etc.
Carmarthenshire	"	"	Saigon.

Aggregating 14,176 tons register.

The British steamship *Sunghiang* left Manila on the 14th instant, and had moderate to light variable winds and calms with smooth sea; fine weather and thick hazy.

* * *

The British steamship *Anchises* left Singapore on the 10th instant, and had fine weather and light easterly weather until 3 p.m. on the 16th; thence to port had fresh easterly winds and foggy weather.

* * *

The British steamship *Federation* left Banjoewangie (Java) on the 7th instant, and had light north to north-west winds through Java Sea. From Caramata Islands to lat. 6 deg. north, had calm weather and variable winds with smooth sea; thence to port had moderate south to south-south-west winds and clear weather with a short choppy sea.

* * *

The British steamship *Hailoong* left Tamsui on the 14th instant, and had strong north-east winds and showery weather to Amoy. Left Amoy on the 15th, and had light variable winds and thick misty weather to Swatow. Left Swatow on the 16th, and had moderate east-north-east breeze and clear weather to Single Island; thence to port had foggy weather. In Amoy the steamships *Thales*, *Victoria*, *Sutchuen* and *Kwongmo*. In Swatow the steamships *Hailan*, *Rio Chuenshan*, *Mackew*, *Shelly* and U.S.S. *Yorktown*.

HONGKONG AND WHAMPOA DOCK RETURNS.

	In	Kowloon	Dock.
Independent	...	"	"
Centurion (H.M.S.)	...	"	"
Archer (H.M.S.)	...	"	"
Wivern (H.M.S.)	...	"	"
Talchow	...	"	"
Esmeralda	...	"	"
Asamor	...	"	"
Shuld	...	"	"
Michael Jebsen	...	"	"
Eze	...	Cosmopolitan	"
Ocampo	...	Aberdeen	"

The Armstrong propeller, a new device, has just been tried at the mouth of the Thames in the presence of a number of skilled witnesses, sent from the Admiralty, Lloyd's, and most of the principal shipping companies. The propeller had been fitted on board the *Hirondelle*, one of the largest steamers belonging to the General Steam Navigation Company. The same speed was attained with 51 revolutions that it formerly, with the old propeller, took 66 revolutions to produce, meaning, of course, a considerable saving in coal. Moreover, the ship, when at full speed, could be stopped in her own length, 300ft., whereas it used to take 1,000 feet under ordinary conditions.

Intimations.

F. CAZANOVE,
BORDEAUX.



GOLD MEDALS
Bordeaux, 1882. Paris, 1889.

LIQUOR
OF THE REVEREND FATHER
A. KERMANN.

This ELIXIR is employed with success to restore the FORCES of the STOMACH and FACILITATES the DIGESTION.

TONIC WINE
Of the Rev. Father A. KERMANN

MOKA-KINA of Dr. GOLZ.
CREME DE MANDARINE.
AVELINE ANISETTE SUPERFINE.

Apply to Messrs. DODWELL, CARLILL & Co., Hongkong.

Agents for M. OPPENHEIMER & Co., Paris.



KANANGA
OF JAPAN
(REGISTERED)
RIGAUD and Cº
PARIS

Kananga Water the most delightfully refreshing Toilet Water. It renders the skin firm, relieves mosquito bites and imparts a delicate fragance and feeling of comfort and freshness.

New Sensations in Perfumery

RIGAUD'S KANANGA EXTRACT
RIGAUD'S WHITE ROSE
RIGAUD'S MELATI EXTRACT
RIGAUD'S IXORA D'AFRIQUE EXTRACT
RIGAUD'S LILY of the VALLEY EXTRACT
RIGAUD'S YLANGYLANG EXTRACT
RIGAUD'S BANTAM EXTRACT
RIGAUD'S JASMINE or Chamille EXTRACT

8, RUE VIVIENNE, 8, PARIS

Easily Taken Up.



Cod Liver Oil as it appears in Scott's Emulsion is easily taken up by the system. In no other form can so much fat-food be assimilated without injury to the organs of digestion.

Scott's Emulsion

of Cod Liver Oil with Hypophosphites has come to be an article of every day use, a prompt and infallible cure for Colds, Coughs, Throat troubles, and a positive builder of flesh.

Scott & Bowne, Ltd., London.—All Chemists.

Sole Agents for Hongkong and the Empire of China:—Watkins & Co., Hongkong.
Hongkong, 27th March, 1894.

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship
"CEYLON,"
FROM LONDON AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
From Madras, *ex* S.S. *Secundra*.

Optional goods will be landed here unless instructions are given to the contrary before 10 A.M. TO-MORROW.

Goods not cleared by the 23rd instant at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and notice of same given to the Undersigned on or before the 25th inst., after which no Claims will be recognised.

H. A. RITCHIE,
Superintendent.

Hongkong, 16th April, 1896. [432

"RICKMERS" REGULAR LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM MIDDLESBRO', HAMBURG, ANTWERP AND SINGAPORE.

THE Company's Steamship
"DEIKE RICKMERS,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon on the 22nd instant, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns where they will be examined on THURSDAY, the 23rd instant.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 21st instant will be subject to rent.

Optional Cargo will be forwarded unless notice to the contrary be given before 2 P.M. TO-DAY.

Bills of Lading will be countersigned by
ARNHOLD, KARBERG & Co.,
Agents.

Hongkong, 15th April, 1896. [672

"GLEN" LINE OF STEAM PACKETS.

FROM NEW YORK AND STRAITS.

THE Steamship
"GLENGYLE,"
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained.

Cargo remaining undelivered after the 22nd instant will be subject to rent.

No Fire Insurance has been effected.

Consignees are requested to present all Claims for damages and/or shortages not later than the 29th instant, otherwise they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 21st instant, at 11 A.M.

Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
Agents.

Hongkong, 15th April, 1896. [670

"PINILLOS" LINE OF STEAMERS.

FROM LIVERPOOL, ANTWERP, ROTTERDAM, SANTANDER, CADIZ AND MANILA.

THE Steamship
"PIO IX,"
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained.

Cargo remaining undelivered after the 21st instant will be subject to rent.

No Fire Insurance has been effected.

Consignees are requested to present all Claims for damages and/or shortages not later than the 28th instant, otherwise they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns where they will be examined on the 21st instant, at 11 A.M.

Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
Agents.

Hongkong, 14th April, 1896. [669

"SHIRE" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S. S. "HARROW,"
FROM LONDON, ANTWERP AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th instant will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 17th instant or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 17th instant, at 3 P.M.

No Fire Insurance has been effected.

Consignees are hereby notified that before delivery of the Cargo can be obtained they must sign an AVERAGE BOND which is lying at the Office of the Undersigned.

Bills of Lading will be countersigned by
DODWELL, CARLILL & Co.,
Agents.

Hongkong, 11th April, 1896. [615

HONGKONG TIMBER YARD, WANCHAI.

OREGON PINE SPARS and LUMBER Always on Hand.

L. MALLORY.

Hongkong, 29th June, 1895. [36

Hotels.

FUJIYA HOTEL,
MIYANOSHITA,
HAKONE.
Four and a half hours from Yokohama.

FIRST-CLASS ACCOMMODATION.
NATURAL HOT SPRINGS.

THE ELECTRIC LIGHT IN ALL THE BUILDINGS.
TWO ENGLISH BILLIARD TABLES.
EXCELLENT CUISINE.

S. N. YAMAGUCHI,
Proprietor.
221

MACAO. THE *MACAO.*

BOA VISTA HOTEL.
SANITARIUM OF SOUTH CHINA.
SPECIAL ATTENTION TO FAMILIES VISITING MACAO FOR CHANGE OF AIR.

FIRST-CLASS ACCOMMODATION.
EXCELLENT TABLE.

For terms, &c., apply to
THE MANAGER.
Telegraphic Address:—"BOAVISTA," Macao.
Macao, 31st December, 1895. [1213

WINDSOR HOTEL,
HONGKONG.

THIS ESTABLISHMENT, situated in the elegant Building known as "CONNAUGHT HOUSE," offers First-class Accommodation to Residents and Travellers.

Passenger Elevator, from Entrance Hall to each Floor, in charge of experienced Attendant.

Favourable Arrangements made for Families and for Monthly or Extended Periods.

P. BOHM,
Proprietor & Manager.
Hongkong, 21st April, 1895 [25

THOMAS' GRILL ROOMS,
No. 2, QUEEN'S ROAD CENTRAL.

THE most Liberal and Choicest *menu* in the FAR EAST.

BREAKFAST, TIFFIN AND DINNER by Monthly contract.

Tenders for BANQUETS and BALL SUPPERS on application.

PICNIC and SHOOTING PARTIES Supplied on the shortest notice—A Speciality.

For further Particulars,
Address:—
THE MANAGER.
Hongkong, 11th January, 1896. [26

PEAK HOTEL.
OPEN ALL THE YEAR ROUND.

THIS commodious and well appointed HOTEL, situated at a height of 1,350 feet above sea-level, has just been thoroughly re-decorated, renovated and re-furnished, and a NEW WING has been built, which commands magnificent Views of the Harbour and mainland of China.

SPECIAL SUMMER RATES,
(FROM APRIL 1ST TO OCTOBER 31ST).

One person, per day	$ 4.00
One person, per month	$75 to 90.00
Married couple (occupying one room) per day	7.00
Married couple (occupying one room) per month	150.00
Married couple (occupying two rooms) per month	170.00
Extra Bed Room, per month	$40 to 50.00

For further particulars, apply to
THE MANAGER,
New Victoria Hotel.
Hongkong, 2nd April 1896 [27

VICTORIA HOTEL,
CANTON,
(LATE SHAMEEN HOTEL, CANTON.)

MESSRS. MADAR & FARMER have the pleasure to inform their Patrons, Friends and the Public Generally that, having leased the SHAMEEN HOTEL, they have Refurnished the whole Establishment, had it vastly improved in every department, and have now RE-OPENED it under the more popular Style of VICTORIA HOTEL.

For further Particulars, apply to the MANAGER
or
NEW VICTORIA HOTEL,
Hongkong.
Hongkong, 10th December, 1895. [307

Shipping.

STEAMERS.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"ARRATOON APCAR,"

Captain J. E. Hansen, will be despatched for the above Ports TO-MORROW, the 18th instant, at Daylight.

For Freight or Passage, apply to
DAVID SASSOON, SONS & Co.,
Agents.
Hongkong, 17th April, 1896. [668

CHINA NAVIGATION COMPANY, LIMITED.

FOR CHEFOO AND NEWCHWANG.

THE Steamship

"WHAMPOA,"

Captain Newcombe, will be despatched TO-MORROW, the 18th instant, at Daylight.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 17th April, 1896. [664

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship

"NAMOA,"

Captain Hall, will be despatched for the above Port TO-MORROW, the 18th instant, at Daylight.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.
Hongkong, 17th April, 1896. [678

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON AND HOLLAND, VIA STRAITS AND USUAL PORTS OF CALL.

(Taking transhipment Cargo for LIVERPOOL, GLASGOW, &c.)

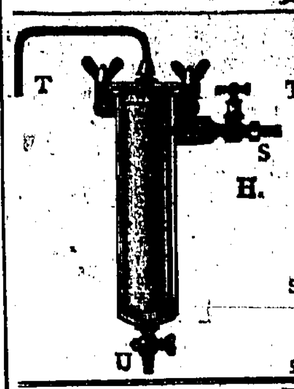
THE Company's Steamship

"PINGSUEY,"

D. Davies, Commander, will be despatched as above on the 22nd instant.

For Freight, &c., apply to
HOLLIDAY, WISE & Co.,
Agents.
Hongkong, 15th April, 1896. [688

Intimations.



ENJOY IMMUNITY
from much Sickness and Suffering by having all your Drinking and Cooking Water Filtered through

THE **BERKEFELD FILTER**

AND GERM PROOF FILTERING FILMS.

Write for Opinions of the Press, Medical Experts and Patrons.

SIMPLE, EFFICIENT, RAPID AND EASILY CLEANED.

WATKINS & CO.,
SOLE AGENTS,
APOTHECARIES' HALL, 66, Queen's Road Central.
52]

SPECIAL MAKERS OF ARTICLES FOR LADIES' COMPLEXION

JAVA POWDER



Shipping.

STEAMERS.

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI.

(Taking Cargo and Passengers at through rates for NINGPO, CHEFOO, NEWCHWANG, TIENTSIN, HANKOW and PORTS on the YANGTSZE.)

THE Company's Steamship

"TELAMON,"

Captain Purdy, will be despatched as above TO-MORROW, the 18th instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 15th April, 1896. [674

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR AMOY AND TAMSUI.

THE Company's Steamship

"HAILOONG,"

Captain Davis, will be despatched for the above Ports on SUNDAY, the 19th instant, at Daylight.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.
Hongkong, 16th April, 1896. [679

OCEAN STEAMSHIP COMPANY,

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"PRIAM,"

Captain C. Jackson, will be despatched as above on SUNDAY, the 19th instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 6th April, 1896. [625

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA, VIA AMOY.

THE Company's Steamship

"YUENSANG,"

Captain W. Waddilove, will be despatched as above on MONDAY, the 20th instant, at 5 P.M.

This Steamer has Superior Accommodation for First-class Passengers.

For Freight or Passage apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 16th April, 1896. [680

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN.

THE Steamship

"NANCHANG,"

Captain Finlayson, will be despatched on WEDNESDAY, the 22nd instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 11th April, 1896. [656

CHINA NAVIGATION COMPANY, LIMITED.

FOR YOKOHAMA AND KOBE.

THE Steamship

"TAIYUAN,"

Captain R. Nelson, will be despatched on THURSDAY, the 23rd instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 13th April, 1896. [665

"SHIRE" LINE OF STEAMERS.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"RADNORSHIRE,"

Captain Davies, R.N.R., will be despatched for the above Port on or about the 30th instant.

For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, 13th April, 1896. [251

"GLEN" LINE OF STEAMERS.

FOR MARSEILLES AND LONDON, VIA SUEZ CANAL.

THE Steamship

"GLENSHIEL,"

Captain Jones, will be despatched as above on or about FRIDAY the 1st May.

For Freight or Passage apply to
JARDINE, MATHESON & Co.,
Agents.
Hongkong, 15th April, 1896. [670

Shipping.

STEAMERS.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Chartered Steamship

"ORONO,"

Captain Hancock, will be despatched for the above Ports on or about FRIDAY, the 17th instant.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 13th April, 1896. [666

"SHELL" LINE OF STEAMERS.

FOR HAVRE AND LONDON.

THE Company's Steamship

"TURBO,"

Captain J. Moses, will be despatched as above on MONDAY, the 20th instant.

For Freight, apply to
ARNHOLD, KARBERG & Co.,
Agents.
Hongkong, 10th April, 1896. [547

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Steamship

"CHANGSHA,"

Captain Williams, will be despatched on FRIDAY, the 24th instant, at 3 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Freight or Passage apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 11th April, 1896. [657

JAVA, CHINA JAPAN LINE OF STEAMERS.

—UNDER MANAGEMENT OF THE— ROYAL PACKET NAVIGATION COMPANY OF NETHERLANDS INDIA,

PROPOSED SAILINGS.
(Subject to Alterations.)
JAVA, HONGKONG, YOKOHAMA, KOBE, AMOY, HONGKONG, SINGAPORE, JAVA.

FROM HONGKONG.

S.S. *Castrius*.....	To JAVA.....	April.
S.S. *Federation* ...	To JAVA.....	May.
S.S. *Germania*.....	To JAVA.....	June.
S.S. *Federation* ...	To JAPAN ...	April.
S.S. *Germania*.....	To JAPAN ...	May.
S.S. *Castrius*.....	To JAPAN ...	June.

(General Agents for China & Japan,
LAUTS, WEGENER & Co.
Hongkong, 30th March, 1896 [391

SAILING VESSELS.

FOR SAN FRANCISCO.

THE 100 A. L British Ship

"QUEEN ELIZABETH,"

Fulton, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
SHEWAN & Co.
Hongkong, 18th February, 1896. [356

FOR NEW YORK.

THE *100 A1 American Iron Ship

"T. F. OAKES,"

E. W. Read, Master, shortly expected from the North, will load here for the above Port, and will have quick despatch.

For Freight, apply to
CARLOWITZ & Co.
Hongkong, 27th February, 1896. [543

FOR NEW YORK.

THE 2/3 L.L.I. American Ship

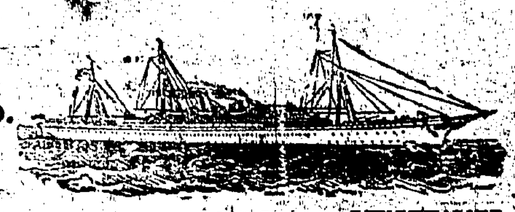
"SAM O'SHANTER,"

Peabody, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to CARLOWITZ & Co.
Hongkong, 16th March, 1896. [581

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

1896.  1896.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comdr. H. Pybus, R.N.R.....WEDNESDAY, 29th April.
EMPRESS OF JAPAN...Comdr. G. A. Lee, R.N.R.....WEDNESDAY, 20th May.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, 10th June.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, leaving there daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney, Australia, *via* Honolulu, and Sydney to Hongkong *via* Brisbane and Torres Straits. Good for 9 months, £100.

The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Line passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,
Pedder's Street.
Hongkong, 8th April, 1896. [5

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE;
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Belgic (via Nagasaki, Kobe, Inland Sea & Yokohama)	Saturday, 25th April, at Noon.
Coptic (via Nagasaki, Kobe, Inland Sea and Yokohama)	Wednesday, 13th May, at Noon.
Gaelic (via Nagasaki, Kobe, Inland Sea & Yokohama)	Saturday, 30th May, at Noon.

THE Company's Steamship

"BELGIC"

will be despatched for SAN FRANCISCO, *via* NAGASAKI, KOBE, INLAND SEA and YOKOHAMA, on SATURDAY, the 25th April, 1896, at Noon. Connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu and passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year, will be allowed a discount of 10 per cent. *This allowance does not apply to through fares for China and Japan to Europe.*

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.
Hongkong, 8th April, 1896. [2

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

SANITARY SOFT SOAP — JEYES FLUID — THE BEST DISINFECTANT — DISINFECTANT SOAP

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co.,
Bank Buildings.
Hongkong, 9th March, 1896. [9

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Peru (via Nagasaki, Kobe, Inland Sea & Yokohama)	Sunday, 3rd May, at Daylight.
City of Rio de Janeiro (via Nagasaki, Kobe, Inland Sea & Yokohama)	Thursday, 21st May, at Noon.
City of Peking (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Sunday, 7th June, at Daylight.

THE U. S. Mail Steamship

"PERU"

will be despatched for SAN FRANCISCO, *via* NAGASAKI, KOBE, INLAND SEA and YOKOHAMA, on SUNDAY, the 3rd May, 1896, at Daylight, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officers in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for cargo destination to Yokohama and other Japan Ports, to San Francisco, to Honolulu and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 6 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 3 P.M. same day; all Parcel Packages should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.
Hongkong, 16th April, 1896. [3

F. BLACKHEAD & CO.

SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL, HONGKONG.

SOAP MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RARTIENE GENUINE COMPOSITION RED HAND BRAND.
HARTMANN'S GRIP PAINT.
DAIMLER'S PATENT MOTOR LAUNCHES.
&c., &c., &c.

THE BEST AND CHEAPEST SHIPS' PAINTS ARE ALWAYS IN STOCK.

Mails.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.

THE Steamship

"PESHAWUR,"

Captain F. J. Cole, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on THURSDAY, the 23rd April, at Noon, taking Passengers and Cargo for the above Ports. This steamer connects at Bombay with the S.S. *Carthage*, leaving that port on the 30th May for London direct.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed *viâ* Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars apply to
H. A. RITCHIE,
Superintendent.
Hongkong, 9th April, 1896. [431

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS:
ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

Sachsen	Tuesday	28th April.	
Karlsruhe	Tuesday	26th May.	
Prinz Heinrich	Tuesday	23rd June.	
Preussen	Tuesday	21st July.	
Sachsen	Tuesday	18th August.	
Karlsruhe	Tuesday	8th Sept.	
Prinz Heinrich	Tuesday	13th Oct.	
Preussen	Tuesday	10th Nov.	

ON TUESDAY, the 28th day of April, 1896, at 9 A.M., the Company's Steamship "SACHSEN," Captain H. Supmer, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON on SATURDAY, the 25th April. Cargo and Specie will be received on board until 5 P.M. on MONDAY the 27th April, and Parcels will be received at the Agency's Office until NOON on MONDAY, the 27th April. Contents of Packages are required. No Parcel Receipts will be signed for less than $2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

For further Particulars, apply to
MELCHERS & Co.,
Agents.
Hongkong, 4th April, 1896. [600

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

VIA INLAND SEA OF JAPAN.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and CANADA and to EUROPE.

HONGKONG TO LONDON $400.
Excellent accommodation. First-class Table. DOCTOR and STEWARDESS carried.
HONGKONG TO NEW YORK $350.
The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first Class ATLANTIC MAIL LINES.
HONGKONG TO TACOMA $225.
Rates of Passage to other Points on application.
Special Rates allowed to members of Government Services.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

Victoria	3,167	Thursday	April 30.
Olympia	2,608	Monday	May 18.
Steelhead	2,439	Friday	June 5.
Tacoma	2,849	Tuesday	June 23.
Victoria	3,167	Saturday	July 11.
Olympia	2,608	Wednesday	July 29.

THE Steamship

"VICTORIA,"

Captain J. Paxton, R.N.R., sailing at Noon, on THURSDAY, the 30th April, will proceed to VICTORIA, B.C. and TACOMA, Wash., *viâ* SHANGHAI, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Points.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and *one copy must be sent forward by the steamer* to the care of the Freight Agent, Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office (with address marked in full) by 4 P.M., on the day previous to sailing.

For further information as to Passage or Freight apply to
DODWELL, CARLILL & Co.,
General Agents.
Hongkong, 7th April, 1896. 4

Printed and Published by CHESNEY DUNCAN at No. 1, Pedder's Hill, in the City of Victoria, Hongkong.